

and recordkeeping requirements to OMB for review and approval, and to publish a notice in the **Federal Register** notifying the public that the agency has made such a submission.

DATES: Submit comments on or before January 18, 2017. If you intend to comment but cannot prepare comments promptly, please advise the OMB Reviewer and the Agency Clearance Officer before the deadline.

ADDRESSES: Address all comments concerning this notice to: *Agency Clearance Officer*, Curtis Rich, Small Business Administration, 409 3rd Street SW., 5th Floor, Washington, DC 20416; and *OMB Reviewer*, Office of Information and Regulatory Affairs, Office of Management and Budget, New Executive Office Building, Washington, DC 20503.

FOR FURTHER INFORMATION CONTACT: Curtis Rich, Agency Clearance Officer, (202) 205-7030 curtis.rich@sba.gov.

SUPPLEMENTARY INFORMATION:

Copies: Request for clearance (OMB 83-1), supporting statement, and other documents submitted to OMB for review may be obtained from the Agency Clearance Officer.

Abstract: SBA Forms 2181, 2182 and 2183 provide SBA with the necessary information to make informed and proper decisions regarding the approval or denial of an applicant for a small business investment company (SBIC) license. SBA uses this information to assess an applicant's ability to successfully operate an SBIC within the scope of the Small Business Investment Act, as amended.

Title: SBIC License Application.

Frequency: On Occasion.

SBA Form Numbers: 2181, 2182, 2183.

Description of Respondents: Small Business Owners and Farmers.

Responses: 400.

Annual Burden: 7,370.

Authority: 44 U.S.C. Chapter 35.

Curtis Rich,

Management Analyst.

[FR Doc. 2016-30370 Filed 12-16-16; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice To Rescind a Notice of Intent for an Environmental Impact Statement: Dane County, Wisconsin

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice to Rescind a Notice of Intent for an Environmental Impact Statement.

SUMMARY: The FHWA is issuing this notice to advise the public that FHWA and Wisconsin Department of Transportation (WisDOT) will no longer prepare a Tier 1 EIS for the US 51 corridor in Dane County, Wisconsin generally between Interstate 39/90 east of the City of Stoughton and US 12/18 (Madison South Beltline Highway) because funding to complete improvements to be considered would not be available in the foreseeable future.

FOR FURTHER INFORMATION CONTACT:

Anna Varney, Major Projects Engineer, Federal Highway Administration, 525 Junction Road, Suite 8000, Madison, Wisconsin, 53717-2157, Telephone: (608) 829-7514. You may also contact Steve Krebs, Director, Bureau of Technical Services, Wisconsin Department of Transportation, P.O. Box 7965, Madison, Wisconsin 53707-7965, Telephone: (608) 246-7930.

SUPPLEMENTARY INFORMATION: A Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in 77 FR 5087, Feb. 1, 2012 for proposed transportation improvements in the United States Highway (US) 51 corridor in Dane County, Wisconsin generally between Interstate 39/90 east of the City of Stoughton and US 12/18 (Madison South Beltline Highway). A revised NOI was published in 80 FR 19111, Apr. 9, 2015 to advise that the environmental review process was being changed to a tiered process in which a Tier 1 EIS would be prepared to evaluate potential corridors for a future project-specific alignment.

A needs assessment was conducted for the project corridor in 2004 followed by initiation of the environmental review process for an EIS. The EIS review process examined factors contributing to the need for improvements within the U.S. 51 study corridor (long-term planning and corridor preservation, safety, roadway deficiencies, bike and pedestrian accommodations, and travel demand and capacity). Based on statewide transportation priorities, it was determined a commitment to improvements that address all of the need factors could not be made and the environmental review process was converted from a standard EIS to a Tier 1 EIS. FHWA, in cooperation with WisDOT, planned to prepare a Tier 1 EIS for proposed improvements to address safety, operational and capacity

concerns on approximately 18 miles of U.S. 51 between Interstate 39/90, east of the City of Stoughton, to U.S. 12/18 (Madison South Beltline Highway).

The federal fiscal constraint requirement applied to WisDOT environmental studies requires that funding be identified for the next major project action to advance the project within a reasonable timeframe. Based on statewide priorities, it was determined that the U.S. 51 corridor alternatives proposed in the DEIS would not receive funding for the next major action to advance the project. It is anticipated 30+ years might elapse before improvements recommended in a Tier 1 EIS might align with funding. As such, the preparation of the EIS for the U.S. 51 corridor in Dane County, Wisconsin generally between Interstate 39/90 east of the City of Stoughton and U.S. 12/18 (Madison South Beltline Highway) will not be completed. Any future transportation improvements along the U.S. 51 corridor will progress under a separate environmental review process in accordance with all applicable laws and regulations.

Issued on: December 8, 2016.

Anna Varney,

Major Projects Engineer, Federal Highway Administration, Madison, Wisconsin.

[FR Doc. 2016-30379 Filed 12-16-16; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2016-0112]

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System

In accordance with part 235 of Title 49 Code of Federal Regulations and 49 U.S.C. 20502(a), this document provides the public notice that by a document dated November 16, 2016, Union Pacific Railroad (UP) petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of a signal system. FRA assigned the petition Docket Number FRA-2016-0112.

Applicant: Union Pacific Railroad, Mr. Kevin D. Hicks, AVP Engineering—Design, 1400 Douglas Street, MS 0910, Omaha, NE 68179.

UP seeks approval of the modification of the coded track circuits on the siding, between control point (CP) 0233 at Milepost (MP) 233.4 and CP 0235, MP 235.0, on the San Antonio Service Unit, Austin Subdivision, in the cities of Schertz and New Braunfels, TX. The

Red Over Yellow and Red Over Flashing Yellow signal aspects will be removed at each CP with the Red Over Flashing Red aspects remaining.

The reason given for the proposed modification is to accommodate an increased volume of switching operations, which will take place in the siding with the construction of a new rock facility adjacent to Corbyn Yard.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov and in person at the U. S. Department of Transportation's (DOT) Docket Operations Facility, 1200 New Jersey Avenue SE., W12-140, Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted by any of the following methods:

- *Web site:* <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Fax:* 202-493-2251.
- *Mail:* Docket Operations Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., W12-140, Washington, DC 20590.
- *Hand Delivery:* 1200 New Jersey Avenue SE., Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Communications received by February 2, 2017 will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable.

Anyone is able to search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its processes. DOT posts these comments, without edit, including any personal information the

commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at www.dot.gov/privacy. See also <https://www.regulations.gov/privacyNotice> for the privacy notice of www.regulations.gov.

Issued in Washington, DC.

Robert C. Lauby,

Associate Administrator for Safety, Chief Safety Officer.

[FR Doc. 2016-30446 Filed 12-16-16; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2016-0108]

Petition for Waiver of Compliance

In accordance with part 211 of Title 49 Code of Federal Regulations (CFR), this document provides the public notice that by a document dated November 2, 2016, Union Pacific Railroad Company (UP) has petitioned the Federal Railroad Administration (FRA) for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 236. FRA assigned the petition Docket Number FRA-2016-0108. UP seeks a waiver from compliance with cab signal system requirements found in 49 CFR 236.566—*Locomotive of each train operating in train stop, train control, or cab signal territory; equipped.*

Specifically, UP seeks relief to operate Positive Train Control (PTC) equipped controlling locomotives with the automatic cab signals (ACS) cut-out.

The relief would be within a PTC revenue service demonstration (RSD) area on UP's Portland Subdivision, on which a PTC system is installed and operative; the PTC system is successfully initialized; and a locomotive engineer trained and qualified in the operation of PTC is present for the operation of the train with the ACS cut-out.

Locations of requested relief on the Portland Subdivision are:

1. Between Milepost (MP) 81.6 and MP 15.6 for westward moves.
2. Between MP 15.6 and MP 81.6 for eastward moves.
3. Between MP 0.6 and MP 15.6 on the Graham Line.

The PTC system to be utilized is UP's implementation of the Interoperable Electronic Train Management System (I-ETMS).

If the PTC system fails and/or is cut-out enroute as a result of same, the train

crew will cut-in the ACS onboard system, perform a departure test, and, if successful, continue the trip through the project limits under ACS operation. If the ACS onboard system cut-in and/or departure test are not completed successfully, the train will continue to operate under the provisions of 49 CFR 236.567, restrictions imposed when device fails and/or is cut out en route.

UP notes that the ACS and PTC systems are not integrated on the locomotive and their concurrent use would potentially be confusing and distracting to the train crew, due to differences in the content of their displays, audible and visual alerts provided, and required acknowledgement protocols.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov and in person at the Department of Transportation's Docket Operations Facility, 1200 New Jersey Avenue SE., W12-140, Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted by any of the following methods:

- *Web site:* <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Fax:* 202-493-2251.
- *Mail:* Docket Operations Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., W12-140, Washington, DC 20590.
- *Hand Delivery:* 1200 New Jersey Avenue SE., Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Communications received by January 18, 2017 will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable.

Anyone is able to search the electronic form of any written communications and comments received into any of our dockets by the